Hull and Beverley Railway.—We believe we may state that this project, so important both to Hull and Beverley, is now determined upon. The following memorial from the latter town to the Directors of the Hull and Selby Railway Company is at present in course of signature, and has already received one hundred names, including the principal tradesmen and capitalists in the place:—

TO THE DIRECTORS OF THE HULL AND SELBY RAILWAY COMPANY.

The memorial of the undersigned Gentry, Bankers, Merchants, Tradesmen, and other Inhabitants of Beverley and its neighbourhood.

Sheweth,—That in the opinion of your memorialists, it would be a great advantage to them and to the public generally, if a communication were effected by a branch railway, from a point near the Minster at Beverley, to join the line of the Hull and Selby Railway in the neighbourhood of Hull.

That it is the opinion of your memorialists that the undertaking of a railway could only be made so as to yield a remunerating return for the capital required for its construction by being made as a branch of the Hull and Selby Railway, so as to be worked by their engines and carriages, without the necessity of incurring the great expense of a separate establishment and station at Hull.

Your memorialists, therefore, earnestly request you as the directors of the Hull and Selby Railway to recommend to your shareholders to undertake, without loss of time, the making of such branch railway from Beverley, to join the Hull and Selby line near Hull, and to which undertaking your memorialists hereby pledge themselves to give their hearty concurrence and support.

Cambridge Railway.—The committee assembled on Tuesday week, when the mayor read communications from the London and Birmingham Company, from the Eastern Counties Company, from the Dean of Ely, the High Sheriff, the Mayor of Wisbech, &c., expressive of their readiness to give every support to the Eastern Counties extension line through Cambridge. The committee adopted resolutions to the effect that the communications from the London and Birmingham and the Eastern Counties Railway Companies having been laid before them, the mayor be requested to acknowledge the receipt thereof, and be intimated that the committee would hold themselves in readiness to meet from time to time for the purpose of co-operating in any measures calculated to promote the object expressed in the former resolution of the committee.—*Cambridge Advertiser.*

Hydraulic Railway.—A company is in course of formation to construct a railway according to Mr. Shuttleworth's invention. The line from Dublin to Sallins, being the first great artery of the Dublin and Cork Railway, is about to be established as the "Grand Hydraulic Propulsion Railway;" it is 18 miles 850 yards in length, and will be completed for 99,900*l.*, being at the rate of 5,400*l.* per mile, including purchase of land, 900*l.*, and patent right 200*l.* per mile.

The Leeds and Thirsk Railway.—In the committee on the Harrogate and Knaresbro' Railway Bill, Mr. Locke, C. E., proved that the tunnel, a mile and an eighth long, which is proposed to be made on the Leeds and Thirsk line, would cost more than the entire construction of the Harrogate and Knaresbro' line.

Witham and Braintree Railway.—A preliminary survey has been made by Mr. Braithwaite for a branch railway from Witham to Braintree, and the undertaking receives already the cordial support of the most influential parties locally interested.

Another Contemplated Railroad.—It is in contemplation to lay down a railroad from Bath to Weymouth; the projected line to be connected with the principal intermediate towns, and to be designated the "South Union Railroad."

A railway from London to Richmond is projected, to start from Waterloo-bridge. The length of the line is to be ten miles; the capital about half a million.

The Eastern Union Railway Bill was read a third time and passed by the Commons on Monday.

Splendid Railway Carriage.—The Gondola, a most commodious and elegantly fitted-up vehicle belonging to the Leeds and Manchester Company, which arrived at Hull terminus on Friday, with, as was understood, a party of directors, excited much admiration at the costly manner in which it is fitted up, and the facility for comfort presented to those who can afford to travel by such superior accommodation. The body of the vehicle is divided into two compartments, each capable of receiving ten or a dozen persons, comfortably seated on elegant sofas, covered, as is also the sides, &c. of the compartments, with crimson silk plush, the upper parts having curtains to match, suspended over the plate-glass by which the whole, including the partition and the doors of communication, are surrounded. The interior is six feet six inches in height, and in the ceiling four lamps are placed, which, lighted curiously from the roof, must contribute to render the Gondola the most luxurious of travelling machines. The entrances are by open platforms at each end of the carriage, where the occupants can at their pleasure enjoy all the outdoor independence of a third-class carriage.—*Hull Packet.*

Railway Station.—The station at Peterborough will be on the premises of Messrs. Weston and Pinkney, for the erection of which arrangements are being made. The works throughout the line are progressing, and it is thought the rail will be opened to the public for travelling in less than twelve months from this time.

Tours and Nantes Railway.—The report of the committee on the Tours and Nantes Railroad Bill has been distributed among the members of the Chamber of Deputies. The report approves of the credit of 28,800,000*f.* demanded by the government, and recommends the immediate execution of the measure.

Russian Railway.—The Emperor of Russia has it in contemplation to construct a railway *a thousand miles in length*, thus connecting St. Petersburgh with Odessa and the shores of the Black Sea. It is proposed to raise the sum required by means of a foreign loan, the guaranteed interest on which is not to exceed five per cent.

A beginning has been made in the formation of the line of railway between Newport and Ely. At Newport the making of bricks is going on with all necessary expedition.

The works on the Norwich and Brandon Railway were commenced on the 6th inst.

The railroad from Carlsruhe to Strasburg was opened on the 28th of May.

CHANTREY'S EQUESTRIAN STATUE OF THE DUKE OF WELLINGTON.

This bronze work of art commemorative of the illustrious warrior, was, to use the French modern term "*inaugurated*," or set on its pedestal, on Tuesday, the 18th inst. It is a very fine production; the horse, which is perhaps a little too passive in effect, is beyond comparison superior to the tame one by the same artist upon which the statue of George IV. rests in Trafalgar-square. The figure of Wellington is a master-piece, and rests in its seat with a dignity which will hand down to posterity with the perfection of art the effigy of that great and simple-minded man, who is in manner himself so unaffected. The artist of the statue in Trafalgar-square would have remained unknown, if not previously celebrated; this work of the immortal Wellington would at once have raised to immortality the name of its artist, if he had been previously never so obscure. This fine production is also fortunate in being raised upon a magnificent pedestal, consisting apparently of only nine pieces of granite; the pedestals of many of our modern statues consist merely of an ignorant and coarse display of pretended architectural mouldings, which form a libel in contrast with the works of art which they support.

Correspondence.

THE NEW BUILDING-ACT.

SIR,—You having taken so much interest, devoted so much space in your journal to the consideration of the new Building-Act, being I believe anxious to make it as complete as possible, and really a practical man, form my excuse for troubling you with the following few observations, hoping that you will forgive my thus trespassing on your valuable time.

In the new Act every precaution is taken to make drains perfect and *air-tight*, but not a word is mentioned as to trapping the sink-stones, and other necessary openings which must be made in them, in the houses and yards; consequently all this care and expense will be useless if the stench be allowed to escape from these places. This nuisance has been found at times quite intolerable, and has produced fevers. (*Vide* Mr. Chadwick's Sanatory Reports.) I beg also to suggest that privies should not be erected within at least 10 feet of any dwelling.

It would be a great advantage in the smaller classed houses if two entrances be allowed, with separate staircases, so that the tenants could let off three rooms and part of the yard quite distinct from the other three rooms, as they would get a better class of lodgers, and thus enable them to pay the additional rent which houses must fetch erected under the Act, in consequence of their extra cost; and would also enable them to easily purchase by means of the building societies, as shewn in a paper, "Small Street Houses," which appeared in THE BUILDER last year.

Have you noticed the new clause E (Mr. Donaldson's) inserted as to the qualifications of district-surveyors. If I read it correctly, the new district surveyors are to slip in without any examination; only those who come in afterwards are to undergo that process. Surely, the first lot should be *well-qualified*, so that their decisions and practice may be a good guide to those who may follow them. Are those members of the Institute who have already "advertised for situations" under the new Act afraid to stand their own test? Why should the Institute of British Architects have the power of giving certificates? What have they to recommend them? They refuse to admit surveyors amongst them, consequently cannot be the best judges of the qualifications for a district-*surveyor*; besides they would always give the preference to one of their own body. No doubt but district surveyors should be well-qualified, and should pass an examination as proposed in this clause, but a more permanent and impartial court should be established, for who can tell how long the Institute may exist, as it only embraces a portion of the architects, and no surveyors. I should suggest that a board be appointed by the government, paid by the successful candidate, of an architect, a surveyor, and a builder, all eminent in their several professions; as I presume a *practical surveyor* is required under the new Act, not a *mere architect*.

I am, Sir, yours, &c.,

B.

DRAINAGE AND FIRE-ESCAPES.

SIR,—You would confer a great boon to the public, by advocating in your valuable journal the paramount importance to the health and comfort of families, of *good drainage*, and of *fire-escapes*.

In my humble opinion, the district-surveyors ought to be authorized by the proposed New Building-Act to enforce these essential comforts, at least in all future new dwellings to be set up.

I am, Sir, yours very respectfully,

CIVIS.

COMPETITION IN BUILDING.

SIR,—Observing in your last number your remarks upon the competitions of the present day, might I call your attention and have your opinion on the policy, justice, and satisfactory method of receiving tenders, by accepting the estimates of those parties whose amount in the aggregate should form the middle sum, which is my opinion would in a great measure do away with the now universal system adopted by our great builders of underletting different works to persons of little standing and small reputation? Such an amount of responsibility would then be attached to their performances, that the public would reap the ad-

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